

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION AND COMMUNICATIONS COMMITTEE**

July 31, 2003

M I N U T E S

THE FOLLOWING MINUTES SUMMARIZE ACTIONS THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE TOOK AT THE JULY 31, 2003 MEETING. TAPES OF THE MEETING ARE AVAILABLE FOR LISTENING IN SCAG OFFICES.

The Southern California Association of Governments Transportation and Communications Committee (TCC) met at the SCAG Downtown Offices.

Voting Members Present

Mayor Lee Ann Garcia, Chair
Councilmember Harry Baldwin
Supervisor Paul Baine
Councilmember Lou Bone
Supervisor Yvonne Burke
Mayor Lawrence Dale
Mayor Gene Daniels
Councilmember Joy Defenbaugh
Mayor Richard Dixon
Councilmember Bonnie Flickinger
Mayor Pro Tem Peter Herzog
Mayor Pro Tem Sandra Jacobs
Mayor Pro Tem Tim Keenan
Councilmember Bonnie Lowenthal
Councilmember Llewellyn Miller
Councilmember Pam O'Connor
Mayor Gary Ovitt
Mayor Pro Tem Greg Pettis
Councilmember Will Pieper
Mayor Bea Proo
Councilmember Jeffrey Reinhardt
Mayor Tod W. Ridgeway
Mayor Ron Roberts
Mayor Cameron Smyth
Councilmember Dick Stanford
Mayor Tom Sykes
Councilmember Paul Talbot
Councilmember Toina Reyes Uranga

Representing

City of Grand Terrace
City of San Gabriel
San Bernardino County
City of Tustin
Los Angeles County
City of Barstow
City of Paramount
Riverside, WRCOG
City of Lake Forest
City of Moreno Valley, WRCOG
City of Lake Forest, Orange County COG
City of El Segundo
Cypress, Orange County COG
Long Beach
City of Claremont
City of Santa Monica
City of Ontario
City of Cathedral City, CVAG
Desert Hot Springs, CVAG
City of Pico Rivera
Las Virgenes Malibu Subregion
City of Newport Beach
City of Temecula
City Santa Clarita, North LA County
Azusa
City of Walnut
Alhambra
Long Beach

Voting Members Absent

Councilmember Ron Bates

Representing

City of Los Alamitos

Councilmember Hal Bernson	Los Angeles
Councilmember Art Brown	Buena Park
Mayor George Cole	City of Bell, Gateway Cities COG
Mayor Bill Davis	City of Simi Valley, VCTC
Councilmember Cathryn DeYoung	Laguna Niguel
Councilmember Judy Dunlap	City of Inglewood
Mayor Pro Tem John R. Fasana	City of Duarte, SGVCOG
Councilmember Ruth Galanter	City of Los Angeles
Councilmember Eric Garcetti	City of Los Angeles
Councilmember Gary George	Redlands, SANBAG
Mayor Larry Grogan	City of El Centro, IVAG
Mayor Carol Herrera	Diamond Bar, SGVCOG
Councilmember Nate Holden	City of Los Angeles
Councilmember Robert Hunter	City of Victorville
Councilmember Robin Lowe	Hemet, RCTC
Councilmember Lowenthal	City of Long Beach
Mayor Patsy Marshall	City of Buena Park, Orange County COG
Councilmember Keith McCarthy	City of Downey
Supervisor Judy Mikels	County of Ventura
Councilmember Jeff Miller	City of Corona
Councilmember Keith Millhouse	City of Moorpark, VCOG
Mayor Mark Nuaimi	Fontana, SANBAG CTC
Councilmember Nick Pacheco	City of Los Angeles
Supervisor Charles Smith	Orange County
Mayor David A. Spence	City of La Canada Flintridge, Arroyo Verdugo Cities
Councilmember Sidney Tyler, Jr.	Pasadena
Councilmember Linda Wilson	City of Manhattan Beach, South Bay Cities COG
Council Member Dennis Zine	City of Los Angeles

Voting Members, Not Elected Officials Present

Rose Casey
Frank Gurule

Representing

Caltrans, Los Angeles
Cudahy

Voting Members, Not Elected Officials Absent

Board Member
Rotating Board Member

Representing

California, DOT
Air Resources Board

Transportation Commissions – Vacant

Los Angeles County Metropolitan Transportation Authority

1.0 CALL TO ORDER

Chair Lee Ann Garcia called the meeting to order at 10:30 a.m.

2.0 PUBLIC COMMENT PERIOD

Jim Stewart, Earth Day LA and So. California Council of Environmental & Development asked the committee to consider the actual costs of the RTP, the 48 billion are only capital cost and do not include debt and operating costs. He also inquired whether the trucking industry is prepared to handle the cost of a dedicated truck lane. Mr. Stewart pointed out that the proposed truck lane is to run along to I-710 Corridor, the same corridor where the I-710 and I-101 extension was struck down by voters.

Mr. Stewart also raised the issue of whether the dedicated truck lane will benefit or hinder the air quality in the region. He stated that none of the proposals could be implemented by 2010 to meet the air quality deadline. Additionally, is there any assurance from organizations like the American Automobile Association that they will not oppose the gas tax increase.

Mr. Steve Finnegan, Auto Club, stated they do not oppose increasing the gas tax provided we continue to take necessary steps to guard the existing transportation funding sources and make sure we are making the best use of the available dollars. Mr. Dixon responded that some projects will not be done by 2010, but this is a 2030 projection.

3.0 CONSENT CALENDAR

The following consent calendar items were unanimously approved.

3.1 Approval Item

3.1.1 June 5, 2003 Meeting Minutes

3.2 Receive and File

3.2.1 Intergovernmental Review Report

4.0 ACTION ITEM

4.1 Innovative Funding Strategies for the Draft 2004 RTP

Arthur Bauer, Arthur Bauer & Associates stated that all the sources of funding for the 2004 RTP are expressed in 2002 dollars. The sales tax revenues are adjusted with the County Transportation Commission's input, providing a consensus on the technical level. For the first time the strategies include the gas tax revenues that the city and counties receive from the state's gas tax. The 2004 finance plan includes Riverside's sales tax extension, Prop 42 revenues, new and innovative revenues options.

The significant factors of the three scenarios are the reduced consumption of gasoline due to vehicle technology and the decrease due to an aging population. The high scenario assumes no revenue impacts from the reductions, equating to \$144 billion dollars in funding. The medium scenario assumes impact from the reduction of fuel consumption, which reduces funds to \$123 billion. The low scenario incorporates both reduction assumptions and diminishes the funding to \$119 billion dollars.

The proposed funding strategies for the 2004 RTP is to strengthen Proposition 42, extend the local transportation sales tax, and maximize the motor vehicle fuel tax increase through debt financing and pay as you go financing. Also to pursue revenue-backed programs such as Jump Start, truck lanes, Maglev projects and consider the feasibility of HOT lanes for the Outer Ring. Lastly, review the methods of collecting revenues from alternative fuel vehicles.

Staff is requesting the TCC to approve the proposed funding strategy for the Draft 2004 RTP.

Councilmember Jeffery Reinhardt, City of Las Virgenes Malibu Subregion, stated the impact of 13.5 million new Californians had not been addressed. Mr. Bauer stated that it is built into the revenue forecasting assumptions, which accommodated the increase in population.

Mr. Hasan Ikhata, SCAG staff assured council members that the new growth is included in these projections.

A motion to receive and monitor the Highway and Finance Task Force recommendation was approved.

4.2 Impact of State Budget Impasse on RTP Update Schedule

Mr. Rich Macias, SCAG staff, stated that the RTP schedule has been delayed a month due to the state's late budget passage. This will not affect the EIR or the final RTP. The motion was passed unanimously.

4.3 Comments on LAX Master EIR

Mr. Mike Armstrong, SCAG staff, told the committee that LAX EIR comment period has been extended 75 days from August 25 to November 7. Due to the extension, staff will present more detailed comments at a later date. Motion to direct staff to consider the issues and prepare comments was unanimously approved.

5.0 INFORMATION ITEMS

5.1 Status Report on SAFTEA BILL

Mr. Don Rhodes, SCAG staff, told the committee that Congress will be working on the SAFTEA bill in early September. The bill on the House side is \$375 billion, Senate side \$311 billion and the administration proposal is \$247 billions. Currently Congress is working on the issue of how it will be paid for.

5.2 National I-10 Freight Corridor Study

Ms. Dilara Rodriguez, Caltrans District 7, stated I-10 Freight Corridor Study is an effort by eight states to study the movement of freight. The study looks at the Port of Los Angeles, Port of Long Beach, I-710, I-60, rail and airports, all the systems that impact the corridor. Within the eight states, the I-10 has a 1.38 trillion trade economy.

The study projected from 2000 to 2008, 2013 and 2025. For the year 2008, it focused on the near-term of improving congestion and improving the level of service. The year 2013 and 2025 are long term forecast looking to connect the urban centers though the rural areas.

Mr. Arno Hart, Wilbur Smith Associates, stated the study came up with seven scenarios dealing with freight movement. These include widening and building more lanes, using ITS technology, building truck only lanes, putting freight on rail, on barges, truck urban bypasses, and increasing the truck size and weight. In analyzing the scenarios, the result was the need for a mixture of solutions. ITS technology showed a three to one return. That is, for every one dollar spent there will be three dollars returned. A truck bypass of freight off the general purpose system reduced the deficit mileage by 40% to 60% for the general purpose lanes. The study also showed the impact of rail and increasing size and weight were minimal on congestion.

Ms. Rodriguez said that working together with the eight states has more power than one state, this is instrumental in making changes and receiving support for an efficient freight transportation system.

A committee member asked what has been done to study the public's safety from trucks and other passenger cars. Ms. Rodriguez responded that due to the committee's direction, budget concerns and the overlap on the national level, the study focused on connectivity, accessibility and congestion relief.

5.3 Report from Tri-tunnel Express

Bill Vardoulis, TriTunnel Express stated in the year 2020 there will be 450,000 cars flowing between the Inland Empire and Orange County. This amounts to a need of 24 lanes through the Santa Ana Canyon. This is simply

not feasible, the plant life and air quality is already affected. The solution must not interrupt current traffic and be economically and environmentally sound. In his opinion, a solution must be completed by 2010 or a vast majority of business will leave Orange County.

The TriTunnel Express is a three-tunnel system approximately 10 to 12 miles long, depending on the landscape. Two of the tubes are for passenger cars, each going in one direction and every thousand feet would have an emergency turn out lane. Also each tube has the capability of containing high voltage transmission lines, fiber optics and oil pipeline, which could be rented out. The third tube would be for trucks and a high speed light rail system. In the third tube a previously planned 12-ft water transmission for the Metropolitan Water Company will be accommodated. All three of the tube's exhaust would be cleansed and then blown outward five to six miles from center point.

The estimated costs are \$100 million per mile, totaling \$3 billion dollars to build the TriTunnel Express.

5.4 Report from the Joint TCC, CEHD and EEC workshop

Item not discussed due to lack of time.

5.7 Report from Highway and Finance Task Force

Item not discussed due to lack of time.

5.8 Report from Maglev Task Force

Item not discussed due to lack of time.

5.9 Report from Goods Movement Advisory Committee (GMAC)

Item not discussed due to lack of time.

5.10 Report from the Southwest Compact Task Force

Item not discussed due to lack of time.

5.11 Report from Regional Transportation Demand Management (RTDM) Task Force

Item not discussed due to lack of time.

6.0 CHAIR REPORT

Chair Garcia reported there would be a Joint Policy Meeting in early and late September at the downtown SCAG offices, dates to be announced.

7.0 STAFF REPORT

There was no staff report.

8.0 FUTURE AGENDA ITEMS


There were no future agenda items.

9.0 ANNOUNCEMENTS

No announcements.

10.0 ADJOURNMENT

Chair Lee Ann Garcia adjourned the meeting at 12:15 pm.


Hasan Ikhata, Director,
Planning & Policy Department